



DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
2000 NAVY PENTAGON  
WASHINGTON, D.C. 20350-2000

IN REPLY REFER TO

OPNAVINST 5440.75A  
N422E

13 April 1998

OPNAV INSTRUCTION 5440.75A

From: Chief of Naval Operations

Subj: ADMINISTRATION, OPERATION, AND LOGISTIC SUPPORT OF  
T-AH 19 MERCY CLASS HOSPITAL SHIPS

Ref: (a) OPNAVINST 3501.161C Required Operational Capabilities  
(ROC) and Projected Operational Environment (POE) for  
the T-AH 19 (MERCY) Class Hospital Ship (NOTAL)  
(b) U.S. Navy Regulations, 1973  
(c) Office of Management and Budget (OMB) Circular A-76  
(NOTAL)  
(d) NAVCOMPT Manual, Vol. 7  
(e) OPNAVINST C3501.2J Naval Warfare Mission Areas and  
Required Operational Capabilities/Projected  
Operational Environment (ROC/POE) Statements (U)  
(f) BUMEDINST 6320.66A Credentials Review and Privileging  
Program

Encl: (1) Command Relationships--ROS and Transition to FOS  
(2) Memorandum of Agreement (MOA) between Commander,  
Military Sealift Command (COMSC) and the Chief,  
Bureau of Medicine and Surgery (BUMED), Apr/May 93  
(3) Responsibility Matrix

1. Purpose. To define the organizational placement of the T-AH 19 MERCY Class Hospital Ships in full and reduced operating status (FOS/ROS), and prescribe unique command relationships and responsibilities required for the administration, operation, and logistic support of these ships. This instruction is a substantial revision and should be reviewed in its entirety.

2. Cancellation. OPNAVINST 5440.75.

3. Background

a. The Hospital Ship Program consists of two ships, USNS MERCY (T-AH 19) and USNS COMFORT (T-AH 20); each ship is a 12-operating room, 1,000-bed afloat medical treatment facility (MTF). The mission of the T-AH 19 MERCY Class Hospital ships is as set forth in reference (a).

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b. Reference (b) specifies general responsibilities for the operation, administration, and logistics support of the operating forces. However, the missions, concept of operations, and required operational capabilities of the hospital ships as set forth in reference (a) require unique command relationships to ensure the readiness of the ships and their embarked MTF.

#### 4. Policy

a. The ships are maintained in a 5-day ROS (ROS-5) and can deploy to fully perform their Readiness State I primary mission, reference (a), within 5 days of notice to activate. The ships will be considered fully mission capable when all hull and MTF systems are operational and all required personnel, supplies, and equipment to support the Fleet Commander in Chief (FLTCINC)-assigned mission are onboard.

b. The notional objective for secondary mission (disaster or humanitarian relief and noncombatant evacuation operations) activation is 30 days because of the need to reconfigure staffing, non-medical and medical material, and ship systems to meet the unique requirements.

c. FOS augmenting staff will be sourced primarily from a single continental United States (CONUS) Navy medical center to maximize ongoing training and ensure timely support and response for MTF activation. Each ship will be berthed within a 50-mile radius of the primary sourcing medical center, and within 18 hours or less steaming time of a major Navy supply/logistics support center.

d. Commander, Military Sealift Command (COMSC) is the Type Commander (TYCOM) for the T-AH 19 class ships and the MTF. As TYCOM, COMSC is designated the supported commander for all facets of T-AH operations, maintenance during ROS and transition to FOS, and is authorized to exercise directive authority over all other organizations (supporting commanders) detailed in paragraphs 11f, 11g and 11i that are responsible for providing resources to ensure a "ready" ship/MTF.

e. The complexity of activating the MTF within 5 days requires all supporting commanders to ensure that actions and policies which impact T-AH manpower or personnel, training, or materiel readiness are formally coordinated with COMSC and the FLTCINCs before publication and execution.

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## 5. Concept of Operations

a. Peacetime. The ships are maintained at East and West Coast layberths and are maintained at a level of readiness which will permit activation and deployment for primary mission employment in 5 days. Each ship will be activated by COMSC, periodically, to conduct engineering dock trials and at least biennially for a local coastal fleet exercise in conjunction with an engineering sea trial. Full or partial activation of the MTF will be scheduled during these trials as directed by administrative commanders.

b. Activation. The decision to employ the ship(s) is independent of a decision to mobilize and is generally reserved for the respective Unified Commander acting through and in concert with their Naval Component Commander. The Naval Component Commander directed to employ a T-AH in support of military operations must so advise and request activation. The Naval Commander [Commander in Chief, U.S. Atlantic Fleet/Commander in Chief, U.S. Pacific Fleet (CINCLANTFLT/CINCPACFLT)], when directed, will issue a formal Activation Order to Chief of Naval Operations (CNO) and COMSC (respective area commander(s)). CNO will direct the Chief, Bureau of Medicine and Surgery (BUMED), Chief of Naval Personnel (CHNAVPERS), Commander, Naval Supply Systems Command (COMNAVSUPSYSCOM), Commander, Naval Reserve Force (COMNAVRESFOR), and other supporting commanders to execute activation plans for the ship (hull) and the MTF.

c. Contingency/Wartime. The ships will be employed as directed by the Unified Commander acting through the Naval Component Commander to execute their assigned mission.

## 6. Shipboard Command Structure

a. T-AH. The T-AH 19 Class Hospital Ships are U.S. Naval Ships, owned by the U.S. Government. The ships are assigned to and operated by COMSC, with a Civilian Mariner (CIVMAR) crew under the command of the U.S. Coast Guard licensed Senior Civilian Officer in Charge (SCOIC) assigned during ROS, and a ship's Master during FOS or when so directed by COMSC. The ship's Master is the civilian officer commanding the ship and is charged with ultimate command authority, under federal and admiralty law.

b. MTF. The embarked MTF is a separate unit of the Operating Forces of the Navy under COMSC command with an officer in charge (OIC) and cadre crew while in ROS, and a commanding officer (CO) when the MTF is activated.

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(1) Status. Command status of the MTF, including transfer of command authority from the OIC to the CO, will be per COMSC.

(2) MTF Commanding Officer

(a) A MTF CO will be formally designated by CHNAVPERS active duty (ADDU) orders. Upon full or partial activation of the MTF the CO will report to the MTF and assume command responsibility for its operation and maintenance, to include granting clinical privileges for all assigned health care providers. The CO is responsible to the COMSC Area Commander/ Naval Fleet Auxiliary Force (NFAF) project officer and shall function within the established COMSC chain of command.

(b) The MTF CO will be permanently assigned to the staff of the ship's primary supporting shore-based naval medical center. This ensures the timely availability of a qualified individual to oversee ongoing MTF readiness and training, guide and direct activation, and serve at all times as a single point of contact within the supporting medical center for T-AH MTF affairs.

c. Ship/Embarked MTF. The Master/SCOIC exercises ultimate command authority, with due regard to the recommendations of the CO/OIC of the MTF, and is responsible for the safe navigation of the ship and the safety of all personnel embarked as set forth in reference (b). The CO/OIC of the MTF exercises command authority, under reference (b), over the MTF and all military personnel assigned.

7. Command and Control

a. Reduced Operating Status

(1) COMSC

(a) The T-AHs and embarked MTFs are assigned to COMSC who, as Type Commander (TYCOM), is responsible for their administration, training, maintenance, logistics support, and readiness.

(b) COMSC exercises naval command and control of the CIVMARs and the MTF cadre crew at all times.

(c) Operational control (OPCON) of the T-AH and MTF is exercised by COMSC who may delegate that control to subordinate COMSC Area Commanders/NFAF project officers. The MTF CO (when assigned)/OIC and the ship's Master (when assigned)/SCOIC report to COMSC via the designated COMSC Area Commander/NFAF project officer.

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(2) BUMED

(a) BUMED, through the sourcing shore-based medical center commanding officers, exercises administrative control (ADCON) and OPCON of MTF augmenting personnel during ROS and assigns augmenting medical and non-medical military personnel to the MTF under temporary additional duty (TAD) orders, for training, support, or exercises.

(b) When not assigned to the T-AH, the MTF CO reports to the CO (reporting senior) of the shore-based supporting medical center to which the MTF CO is permanently assigned. COMSC provides a concurrent fitness report for the MTF CO, when assigned to the T-AH MTF.

Command inter-relationships during ROS and transition to FOS are depicted in enclosure (1).

b. Full Operating Status(1) FLTCINC

(a) Combatant command (COCOM) transfers to the chain reporting to the respective Unified Commander and Naval Component Commander.

(b) OPCON and tactical control (TACON) are exercised at appropriate levels in the FLTCINC chain of command.

(c) When T-AH operations must be conducted in concert with other units, support vessels, air detachments, or shore-based elements, or in direct support thereof, the Naval Component Commander will designate a task element commander to ensure requisite operational command and control of the ship and embarked MTF.

(2) COMSC

(a) When FOS, administrative command will be exercised solely through the chain of command reporting via COMSC to the respective FLTCINC.

(b) ADCON for FOS augmenting MTF personnel shifts to COMSC upon completion of transition to FOS.

(c) COMSC and subordinate area commanders have operational task designators; therefore, at the direction of the FLTCINC, they may continue to be in the operational chain of command for the T-AHs.

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8. Manninga. Manning Plan

(1) CIVMAR Operating Crew. CIVMAR operating crew manning levels are specified by COMSC to meet requirements set by the Performance Work Statement published under reference (c). Approved CIVMAR manning levels are established for the following operational conditions: ROS maintenance; and FOS with full or partial MTF augmenting crew embarked.

(2) MTF Military Personnel

(a) Cadre Crew. A cadre crew of medical and non-medical personnel are permanently assigned to the MTF for duty during ROS. The number and mix of billets that comprise the cadre crew are identified in the current, approved Activity Manpower Document (AMD) contained in the Total Force Manpower Management System (TFMMS).

(b) FOS MTF Activation Augmentation

1. Medical. Military medical personnel to man the MTF will be permanently assigned to a designated T-AH component unit identification code (UIC) at a CONUS shore-based medical center and designated as hospital ship activation crew. The FOS MTF billet structure is specified by the current, approved AMD, with the actual staffing provided by BUMED based upon the number of beds and operating rooms requested by the FLTCINC.

2. Non-medical Military Support. Non-medical military personnel to man MTF departments will be permanently assigned to a designated T-AH component UIC at a CONUS shore medical center and designated as hospital ship activation crew. The billet structure for each ship is as specified by the current, approved AMD. Assignments for mission activation are directed by BUMED based upon requirements specified by the respective FLTCINC and COMSC and approved by CNO.

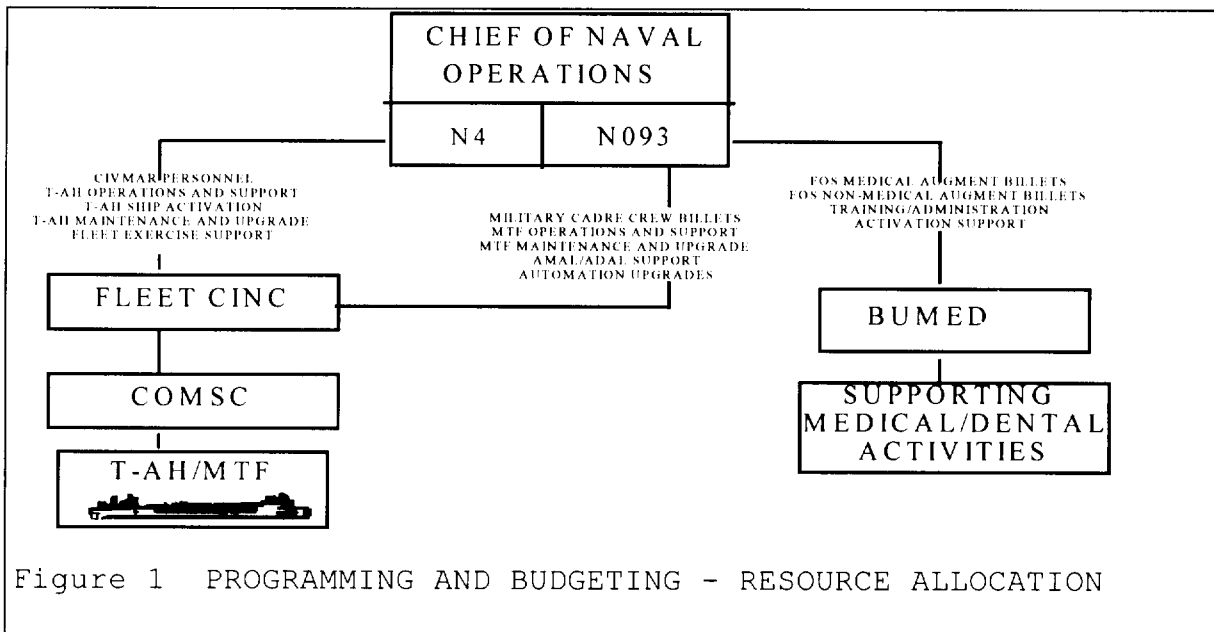
b. Manpower Programming, Planning, and Manning Control.

	<b>Civilian Operating Crew</b>	<b>MTF Military</b>
Resource sponsor	CNO (N42)	CNO (N931)
Manpower Claimant		
ROS Cadre	COMSC	FLTCINC
FOS Augment	COMSC	BUMED
Manning Control		
ROS Cadre	COMSC	FLTCINC
FOS Augment	COMSC	CHNAVPERS

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9. Programming and Budgeting. Programming and budgeting for the hospital ships will be exercised under reference (d), with specific functional responsibilities as set forth in paragraph 11 and illustrated in Figure 1:

	<b>T-AH</b>	<b>MTF</b>	<b>SUPPORTING ACTIVITIES</b>
Resource Sponsor	CNO (N42)	CNO (N931)	CNO (N931)
Major Claimant	FLTCINC	FLTCINC	BUMED



10. Logistic Support. The respective assignments for logistics and readiness support are:

	<b>T-AH 19</b>	<b>T-AH 20</b>
Layberth Location	SUBASE, San Diego, CA	Baltimore, MD
Sea Port of Embarkation	SUBASE, San Diego, CA	Norfolk, VA
Supporting Naval Medical Center	NAVMEDCEN San Diego, CA	NATNAVMEDCEN Bethesda, MD
Health Care Support Office	San Diego, CA	Norfolk, VA
COMSC NFAF Project Officer (Immediate Superior in Command)	NFAF-West	NFAF-East
Logistics POE, Resupply, and Requirements Expediter	FISC San Diego	FISC Norfolk

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11. Responsibilities. Responsibilities assigned during ROS remain applicable when the ships are in FOS. The responsibilities set forth below are unique to the hospital ships or require special emphasis to clarify complex relationships. Where routine responsibilities are not highlighted, they are similar to those required for any other units of the Operating Forces of the Navy.

a. Deputy Chief of Naval Operations (Logistics) CNO (N4):

(1) Act as resource sponsor for the T-AH 19 Class Hospital Ships, as set forth above, excluding those areas listed under paragraph 11b(1).

(2) Coordinate CNO staff activities for all T-AH 19 Class issues and requirements which cross organizational boundaries, or require CNO policy review or decision at the Service level.

(3) Issue reference (a) reflecting T-AH 19 Class projected operational environment and required operational capabilities, consistent with reference (e).

(4) Incorporate the T-AH Class ships in long range fleet modernization program planning.

(5) Establish supply/resupply guidance for the ships in coordination with COMSC, CNO (N931), BUMED, and COMNAVSUPSYSCOM.

(6) Program and budget sufficient resources for the operation of the hull, not the MTF, to support ship readiness, training, periodic engineering dock trials, at least a biennial local coastal fleet exercise in conjunction with an engineering sea trial, maintenance, and ship modernization.

(7) In coordination with other affected CNO staff organizations, direct activation of the ship(s), consistent with the Unified Commander and Naval Component Commander's requirements.

(8) As program sponsor, monitor/evaluate Navy Training Plan (NTP) implementation, review T-AH NTP, and initiate an update if significant changes occur.

b. Surgeon General of the Navy (CNO (N093)):

(1) Act as resource sponsor for the MTFs of the T-AH 19 Class, to include: all MTF training, modernization of medical



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support systems and equipment unique to the MTF, and alterations/modifications to MTF facilities and equipment.

(2) Act as resource sponsor for the MTFs' medical and non-medical manpower and program resources to support both ROS and FOS requirements.

(3) Include the T-AH 19 Class MTFs in Naval Service medical support planning.

(4) Coordinate policy and programming activities affecting the ships with CNO (N42) and other affected CNO resource sponsors.

(5) Monitor and assess BUMED's ability to provide fully trained and qualified personnel to augment the MTF.

(6) Direct BUMED to provide FOS augmentees for training and/or activation, and monitor timeliness and effectiveness of response.

(7) Coordinate with the respective FLTCINC to ensure procedures are in place for ordering the activation of MTF medical and non-medical military support personnel when directed.

c. Naval Component Commander CINCPACFLT, CINCLANTFLT, Commander in Chief, U.S. Naval Forces Europe (CINCUSNAVEUR), and Commander, U.S. Naval Forces Central Command (COMUSNAVCENTCOM)]:

(1) Exercise combatant command of assigned T-AH 19 Class Hospital Ships during FOS as directed by respective Unified Commanders.

(2) Advise the affected Naval Commander and request formal activation of the T-AH through the appropriate chain of command.

(3) Develop and issue appropriate concepts of operations for employment and logistics support of the T-AH 19 Class for both primary and secondary missions, or such other missions as may be assigned.

(4) Include T-AHs in short- and long-range Fleet exercise plans and schedules.

(5) Notify COMSC and the CNO resource sponsors of shortcomings in T-AH capabilities which will inhibit the ships' mission accomplishment.

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d. Naval Commander (CINCLANTFLT, CINCPACFLT):

(1) Act as major claimant for assigned T-AH 19 Class Hospital Ships' MTF and for ships' operations during FOS, coordinating as necessary with COMSC and CNO resource sponsors to ensure requisite funds are programmed and budgeted for sufficient FOS days to support local coastal fleet exercise participation at least biennially. FLTCINCs shall determine the extent the T-AHs shall be exercised within the guidelines provided. However, exercises are limited to that which can be supported by the funding made available in the Program Objectives Memorandum (POM).

(2) Act as manning control authority for assigned ROS MTF staff.

(3) Periodically test BUMED's ability to provide augmenting medical and non-medical personnel when directed.

(4) When requested by CHNAVPERS (as Claimancy 18 manning control authority), provide non-medical personnel to meet skill requirements not identified in the MTF AMD or to overcome staffing shortages in the supporting shore-based command(s).

(5) Issue formal activation order to CNO and COMSC.

e. COMSC:

(1) Act as TYCOM for the T-AH 19 Class Hospital Ships and MTFs, and coordinate with the respective FLTCINC and CNO resource sponsors for resource support.

(2) Exercise naval command and administrative control over the ships and MTFs under existing directives.

(3) Act as manpower claimant for assigned CIVMAR operating crew.

(4) Develop and administer layberth, security, and support contracts to maintain the ships in ROS.

(5) Maintain ships at levels of readiness as specified by reference (a), advising CNO and respective FLTCINC Naval Component Commander when those requirements cannot be met.

(6) Perform overall program management and oversight responsibilities, to include: Hull and MTF integration, staffing, manpower, training, programming/budgeting, budget execution oversight, life cycle management, and major systems/equipment procurement.

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(7) Develop, maintain, and routinely test systems, plans, and procedures for the activation and deactivation of each ship under the requirements set forth by reference (a).

(8) Develop, in coordination with BUMED, MTF-specific readiness indicators and provide quarterly readiness status report to FLTCINCs and CNO.

(9) Conduct Navy Command Inspection of MTFs on at least a biennial basis.

(10) Establish and maintain requisite non-medical supply capability for those areas of supply and resupply not supported by fleet logistic support capabilities.

(11) Serve as ships' life cycle manager (LCM), to include ensuring that ships' design changes caused by maintenance and modernization are in compliance with configuration control.

(12) Develop and implement alterations/modifications to ship design which impact ship-equipment integration.

(13) Ensure the ships are American Bureau of Shipping (ABS) classified and have received Certification of Inspection (COI) from the United States Coast Guard (USCG).

(14) Execute or modify existing memoranda of agreement (MOA) with BUMED and COMNAVSUPSYSCOM to detail responsibilities created by the organizational interfaces within the ships command structure, the command relationships specified above, and logistic support arrangements. Publish MOA updates via change transmittals as enclosures to this instruction.

(15) Direct and oversee endurance load planning and material load list development to meet the requirements for ships repair parts and engineering consumables.

(16) Develop, issue and maintain plans for managing shelf life materiel to minimize loss.

(17) In coordination with BUMED and COMNAVSUPSYSCOM, develop an Authorized Medical Allowance List (AMAL) and supporting medical material supply/resupply plan.

(18) Provide BUMED and other supporting commands with a 24-month schedule of training evolutions required to support the ship or MTF, and schedule sufficient training to ensure ongoing ships' readiness to meet assigned mission(s).

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(19) Ensure AMDs and AMALs are sufficiently flexible to enable tailored staffing and supply load-out of the ships to facilitate rapid response to a variety of assigned mission taskings.

(20) Coordinate with BUMED to maintain currency of the MOA (enclosure (2)) as specified in paragraph 11e(14), and ensure compliance with all applicable provisions.

(21) Activate the ships for periodic engineering dock trials and at-sea exercises or engineering trials.

(22) Recommend changes to the T-AH NTP and develop a training strategy which ensures the MTF is fully capable of meeting mission requirements.

(23) Oversee and manage annual per diem rate budget and ensure that expenditures are consistent with established controls.

(24) Ensure compliance with responsibilities outlined in enclosure (3).

f. COMNAVSUPSYSCOM:

(1) Develop and execute a memorandum of agreement with COMSC, if required.

(2) Provide guidance to COMSC and the ships concerning endurance load planning and material load-list development to meet the requirements of reference (a) for provisions, ship's stores (including laundry and barber shop), and general use consumable supplies.

(3) Provide COMSC with activation planning data for the classes of material specified in paragraph 11f(2).

(a) Estimated cubic storage requirements.

(b) Segregated endurance load requirement to identify pre-embarked supplies (with attendant quality control requirements) and activation load items for each ship.

(c) A recommended activation load and storage plan for each ship.

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(4) Upon TYCOM request, provide or arrange for assist teams (ship stores, Naval Exchange Command (NEXCOM) Fleet Operations, disbursing, laundry, food service, automated program, and postal) to assess the readiness of and train ROS and FOS MTF staff during inport exercises, assist with functional area activation in preparation for deployment, and support deactivation.

(5) In coordination with the Defense Supply Center, Philadelphia (DSCP), develop supply/resupply systems and vendor contracts that address T-AH requirements and monitor their ongoing responsiveness to the 5-day ship activation timeline.

(6) Provide supply/resupply support and assistance as requested by COMSC.

g. BUMED:

(1) Maintain the AMAL/Authorized Dental Allowance List (AMAL/ADAL) data base to meet the requirements of reference (a), and coordinate substantive AMAL/ADAL issues with COMSC and COMNAVSUPSYSCOM.

(2) In concert with COMSC and FLTCINCs, develop the recommended number and mix of personnel to augment the MTF for secondary mission employment.

(3) Maintain currency of the MOA (enclosure (2)) as specified in paragraph 11e(14), and ensure compliance with all applicable provisions.

(4) Establish T-AH component UICs at major sourcing medical centers to ensure continuity/constancy of assignment for FOS medical and non-medical augmentees, and ensure assignment of fully qualified personnel.

(5) Establish and maintain inventory levels for frozen blood on board during ROS and coordinate all aspects of reporting and supplying blood and blood products.

(6) Provide COMSC with technical guidance on patient care, medical/dental equipment and materiel and equipment/facility design.

(7) Monitor medical and non-medical MTF augmenting personnel shortfalls and projected gains and losses, keeping COMSC, CNO (N931), CHNAVPERS and the respective FLTCINC advised on a monthly basis of any inability to provide qualified personnel to meet required levels.

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(8) Coordinate with CHNAVPERS to ensure the fill rate for non-medical augmentees remains high, and develop a plan of action to resolve critical skill/manning shortfalls.

(9) Expedite the acquisition or loan of medical equipment, supplies and maintenance services during the activation period, as required.

(10) Direct sourcing medical centers/commands to provide and fund FOS staff participation in T-AH training, exercises, and/or activation.

(11) Serve as single point of contact for COMSC, the MTF CO and the MTF OIC on all matters relating to MTF FOS augmenting personnel readiness and training.

(12) Provide the T-AH MTFs with updated FOS manning information on a monthly basis to keep ships' bills current.

(13) Monitor and evaluate the designated Healthcare Support Office's (HSO) and shore-based medical centers' plans and systems for executing T-AH contingency manning.

(14) Establish systems and procedures to ensure MTF augmentees maintain high levels of readiness and C1/T1 status.

(15) Designate T-AH MTF readiness and training as a Medical Inspector General (IG) Special Interest Item.

(16) Develop systems and procedures that enable ongoing monitoring and evaluation of the readiness of medical and non-medical military support personnel assigned to medical and dental activities under their command authority.

(17) Ensure compliance with responsibilities outlined in enclosure (3).

h. CHNAVPERS:

(1) Assign personnel to ROS crew and MTF FOS component UIC billets that meet Naval Officers Billet Codes/Naval Enlisted Classification Codes (NOBC/NEC) and subspecialty requirements and meet eligibility criteria for sea duty.

(2) Maintain manning levels for ROS and MTF augmenting FOS personnel at levels consistent with established Navy Manning Plan policy and guidelines.

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(3) Designate command-screened medical department officers to serve as MTF FOS commanding officers via BUPERS orders.

(4) Upon ship(s) activation, identify personnel to augment the MTF when resources are not available within BUMED Claimancy.

i. CO, supporting/sourcing naval medical center:

(1) Ensure MTF FOS personnel maintain required levels of training for mission accomplishment, to include:

- basic firefighting
- general shipboard orientation
- lifeboat, liferaft training
- training specific to rate of FOS billet assigned

(2) Ensure hospital ship MTF COs are fully cognizant of their personal responsibility for credentialling, granting of privileges, and medical quality assurance.

(3) Ensure that personnel assigned to MTF component UIC billets are operationally available/prepared and that immediate reaction procedures are published to meet activation requirements, to include: notification, assembly, and transfer plans.

(4) Monitor readiness status of the medical and non-medical military personnel designated to report to the hospital ship on activation who are assigned to their activity to include:

- reviewing and maintaining eligibility for sea duty
- orientation training
- professional and technical training (individual and unit)
- maintaining qualification to perform tasks assigned in MTF.

(5) Inform BUMED, COMSC, COMSC Area Commanders/NFAF project officers, and FLTCINC of any substantial mission degrading inability to provide qualified personnel to staff the MTF within the prescribed time limit.

(6) Maintain liaison with the CO/OIC of the MTF to:

(a) Schedule arrival of personnel assigned to the ships' main galley, laundry, flight deck, and communications suite to ensure timely activation of these facilities.

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(b) Provide an advanced on-site team to assist in conducting shipboard receipt of FOS augmentees.

(c) Arrange for a phased departure of personnel to allow for an orderly deactivation of the MTF and attainment of ROS.

(7) Provide BUMED and the HSO with updated FOS MTF augmentee manning information on a monthly basis.

(8) Establish procedures for reserve backfill or commercial contract to replace MTF crew ordered to activation billets.

(9) For all MTF FOS personnel assigned, establish procedures for:

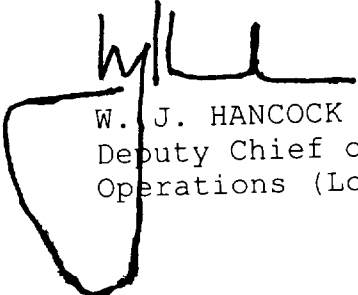
(a) Providing necessary credentialling/licensure information for all assigned health care providers, per reference (f).

(b) Ordering augmentation personnel to report to the MTF when activation is directed.

(c) Providing travel orders and arranging timely transportation to the port of embarkation.

(d) Submitting monthly FOS crew readiness information to all concerned.

12. Reports. The reporting requirements contained in this instruction are exempt from reports controlled by SECNAVINST 5214.2B.

  
W. J. HANCOCK  
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Operations (Logistics)

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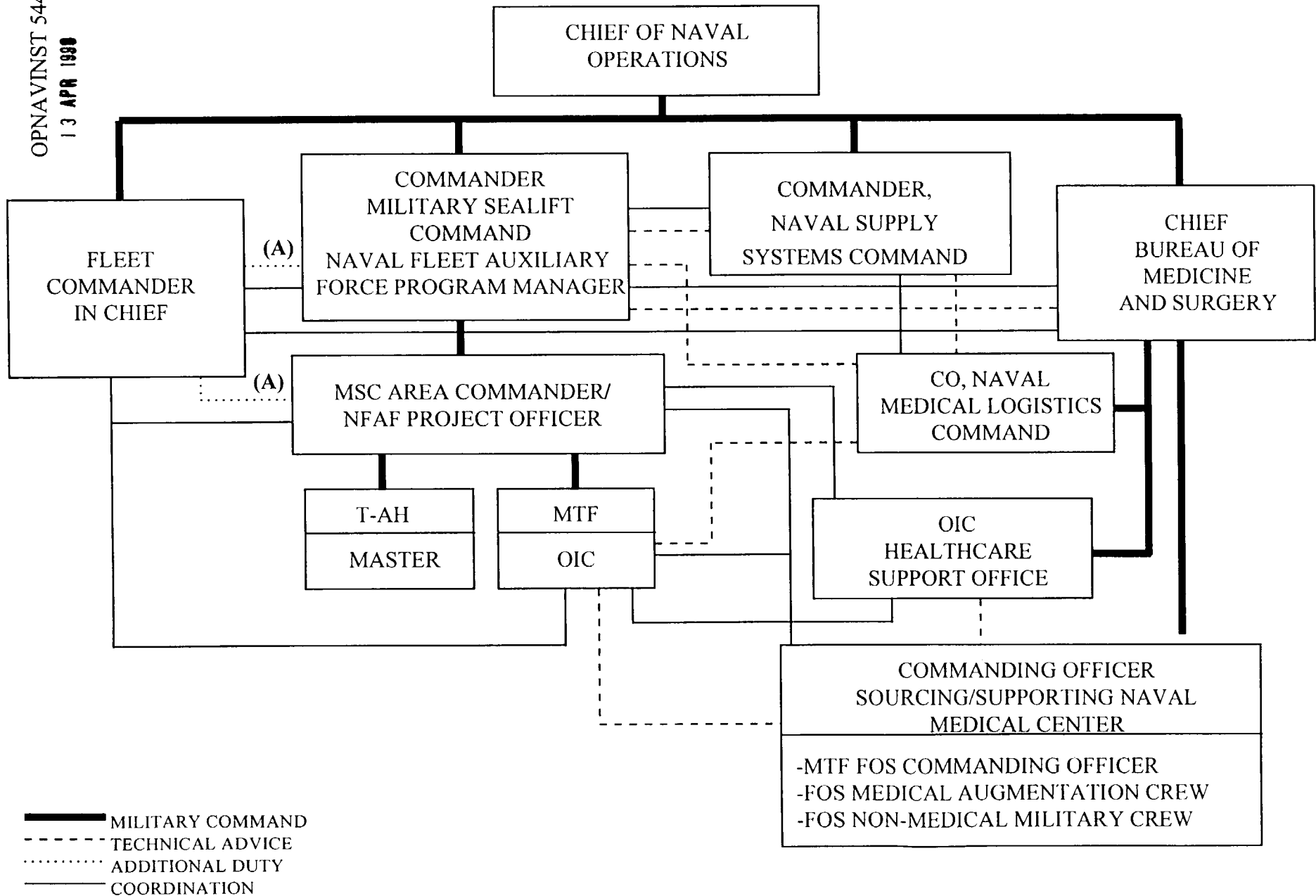
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# COMMAND RELATIONSHIPS-ROS AND TRANSITION TO FOS

OPNAVINST 5440.75A

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Enclosure (1)



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## MEMORANDUM OF AGREEMENT

BETWEEN

COMMANDER, MILITARY SEALIFT COMMAND

AND THE

CHIEF, BUREAU OF MEDICINE AND SURGERY

1. PURPOSE. The purpose of this Memorandum of Agreement (MOA) is to formalize command relationships, and define areas of command and technical responsibility of the signatories in the layberthing and operation of the Hospital Ships, USNS MERCY (T-AH 19) and USNS COMFORT (T-AH 20). This Memorandum of Agreement describes and implements relationships necessary to satisfy the responsibilities and requirements of each command within the framework of OPNAVINST 5440.75 Series, "Administration, Operation, and Logistic Support of T-AH 19 MERCY Class Hospital Ships". While it is intended that this Memorandum of Agreement be all-inclusive, it is recognized that circumstances not covered herein may arise. Should this occur, all parties shall make every effort to accommodate the situation. In cases where this is not possible, details shall be provided via the chain of command for resolution or approval. As appropriate and approved by signatories to this agreement, the MOA may be modified to reflect situational changes or changes in responsibility.

2. PARTIES TO THE AGREEMENT.

- A. Commander, Military Sealift Command
- B. Chief, Bureau of Medicine and Surgery

3. BACKGROUND.

A. The Hospital Ship Program consists of two ships, USNS MERCY (T-AH 19) and USNS COMFORT (T-AH 20), each with twelve operating rooms and a 1,000-bed afloat Medical Treatment Facility (MTF). The primary mission of the T-AH 19 class ship is to provide mobile, flexible, rapidly responsive afloat medical capability for acute medical and surgical care in support of amphibious task forces and forward deployed U.S. Marine Corps, Army, Navy, and Air Force elements. The secondary mission is one of disaster/humanitarian assistance. The two ships will be layberthed, one on the West Coast, the other on the East Coast, in a reduced operating status (ROS), pending their use in contingency or other emergent situations. The ships will have one or more

Enclosure (2)

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short duration underway periods annually for purposes of engineering sea trials and crew, which may include MTF FOS personnel, indoctrination and training. In general, the responsibilities assigned during ROS remain applicable when the ships are in full operational status (FOS). However, certain additional operational functions and command relationships are activated in concert with full operation of the ship(s) and are addressed by this MOA. The world situation, political interests or other conditions may dictate operational scenarios not included in this MOA and may require modification of this document to reflect and accommodate the changed environment or a significantly revised concept of operation.

B. MSC is the Type Commander for the T-AH 19 class ships and the MTF during ROS and in FOS. Operational control will rest with MSC during ROS. In FOS, the Naval Component Commander exercises combatant command (COCOM) of assigned T-AH 19 Class Hospital Ships as directed by respective Unified Commanders. Operational control (OPCON) and tactical control (TACON) is exercised at appropriate levels in the FLTCINC chain of command in FOS. During ROS and in FOS, BUMED will provide professional and technical guidance on level of patient care, medical/dental equipment and material and equipment/facility design of the MTF and credentialing of health care providers.

#### 4. GENERAL GUIDELINES/TERMS OF REFERENCE.

A. Reduced Operating Status (ROS). The Hospital Ships will normally be maintained in ROS at a layberth arranged by MSC. Each ship, including its embarked MTF, will be maintained in an ROS-5 status. That is, the ship shall be able to transition to FOS with the MTF activated and ready to perform its primary mission within a 5-day period.

B. Full Operating Status (FOS). The ship will be considered at FOS when the ship and required MTF systems are operational and all mission related personnel, supplies, and equipment are onboard. The ship may be required to operate in FOS with no, partial or full, activation of the MTF for the following:

(1) Primary Mission -- To support Army, Air Force, Marine Corps, and Navy forward deployed forces, including fleet or amphibious task force operations (full or partial MTF activation).

(2) Secondary Mission -- To support disaster or humanitarian relief, and noncombatant evacuation operations (full or partial MTF activation).

(3) Sea Trials -- Conducted annually (MTF may be partially activated to support MTF equipment and systems tests, or in support of FOS training mission).

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(4) Dock Trials -- Conducted quarterly (MTF may be partially activated to support MTF equipment and systems tests, or in support of FOS training mission).

(5) Transits -- To a repair facility or another layberth (MTF may be partially activated to support MTF equipment and systems tests).

(6) Sorties -- Emergency operations to avoid hazardous weather, such as hurricanes or typhoons (MTF not activated).

C. Repair Availability (RAV). The ships will periodically be taken out of regular ROS for various periods of time for work at a marine repair facility.

D. Medical Treatment Facility (MTF). The MTF includes those spaces, medical/dental equipment, certain non-medical support equipment, medical and non-medical personnel and supplies necessary to provide required patient care and support. Personnel assigned will vary according to the operating status and specific mission requirements. Military medical personnel to man the MTF are permanently assigned to the Commanding Officers of supporting Navy medical shore activities, but are designated as hospital ship activation crew under the Medical Personnel Augmentation System (MPAS). The FOS MTF manning level is established by BUMED based upon operational requirements as specified by the respective Fleet Commander-in-Chief (FLTCINC) and MSC. Many of the non-medical military support personnel are permanently assigned to hospital ship augmentation billets at medical activities under the cognizance of the respective Responsible Line Commander(s) (RLC) for each ship. Activation assignments are directed by BUMED based upon requirements from MSC and the respective FLTCINC. BUMED will coordinate with the FLTCINC's to provide additional non-medical military support personnel to meet shortfalls in manning or necessary skill requirements in supporting the MTF.

E. MTF Cadre. Approximately 40 military personnel will be assigned to the MTF Cadre under the Officer-in-Charge (OIC) of the MTF during ROS. These personnel will not normally reside onboard during ROS. If either the sponsor or MSC desires the MTF cadre to reside onboard, conformance to all applicable regulations (e.g. US Coast Guard, etc.) governing this action will be required.

F. Officer in Charge (OIC) of the MTF. During ROS, the OIC is responsible to the MSC Area Commander for all matters pertaining to the operation and maintenance of the MTF, its equipment and supplies, as well as for administrative support of MTF cadre personnel. During ROS the OIC is responsible for maintaining liaison with the assigned FOS Commanding Officer (CO) of the MTF. During full or partial activation of the MTF, the OIC will become the Executive Officer (XO) and will report to the CO of the MTF.

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G. Commanding Officer (CO) of the MTF. Upon full or partial activation of the MTF, a Commanding Officer will report to the MTF and assume command responsibility for the operation and maintenance of the MTF. The CO, a senior medical department officer assigned on an additional duty (ADDU) basis, is responsible to the MSC Area Commander for all matters pertaining to medical/dental care or MTF maintenance procedures, as established by BUMED, and shall function within the established MSC chain of command. The CO of the MTF exercises command authority over all military personnel assigned to the MTF and as such will have screened for command in accordance with formal screening procedures. Additionally, the CO should attend PCO School or its equivalent prior to reporting to primary duty. The MTF CO is responsible for granting clinical privileges for all assigned health care providers.

H. Master. The ship's Master is the civilian officer commanding the ship and is charged with ultimate command authority, under federal and international admiralty law. The Master is licensed by the US Coast Guard and is ultimately responsible for all matters relating to the safe operation and navigation of the ship including the safety of the crew, all embarked personnel, cargo, and ship's operating equipment. The Master is also ultimately responsible for all damage, accidents, and incidents occurring onboard his ship. In executing these duties, the Master will coordinate with the MTF CO/OIC. The responsibility, however, for any occurrence resulting from such action is the Master's own.

I. Senior Civilian Officer-in-Charge (SCOIC). The SCOIC of the ship is the senior licensed deck officer assigned to the ship during ROS and during transition to FOS until relieved by the Master. The SCOIC is responsible to the MSC Area Commander for all matters relating to shipboard operations during ROS and in transition to FOS until the Master reports onboard. The Master or SCOIC exercises ultimate command authority onboard the ship giving due consideration to the recommendations of the CO/OIC of the MTF, and is responsible for the safe operation and navigation of the ship and the safety of all embarked personnel.

J. Transition. Transition is the 5-day period required for the ship and the MTF to become fully operational.

K. MTF Personnel Billet Support. MSC will exercise naval command and administrative control of the MTF Cadre crew at all times. Administrative control (ADCON) of FOS activation crew personnel will be maintained by BUMED, in coordination with the respective FLTCINCs, during ROS. ADCON will shift to MSC upon completion of transition to FOS. The FLTCINC's are the major claimants for the MTF Cadre crews. FOS activation crew personnel will be provided from BUMED and CINCPACFLT/CINCLANTFLT claimancy.

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L. Medical Support Officer (MSO). BUMED will provide, on an additional duty (ADDU) basis, one medical support officer (MSO) to MSC headquarters. BUMED will coordinate with CINCPACFLT, CINCLANTFLT and the supporting MTF's to provide one medical support officer (MSO), each on an ADDU basis to MSC, Pacific (COMSCPAC) and MSC, Atlantic (COMSCLANT). All MSO's will be assigned to ADDU billets via written orders. Additional support and/or technical representation may be provided as agreed upon by MSC and BUMED. Assigned MSO's shall be responsible to MSC for providing professional and technical guidance, and function within the MSC chain of command as a liaison between the CO/OIC and BUMED. Upon BUMED concurrence, the MSO's may perform other T-AH medical support services as directed by MSC or the Area Commander, and may be organizationally placed as desired by MSC or the Area Commander.

M. Contract Operation. A Contracting Officer's Technical Representative (COTR) will be identified, by MSC, for each ship who will ensure that contractor performance meets the requirements of the contract.

N. Operational Control (OPCON).

(1) ROS. During ROS periods, operational control of the T-AH will be maintained by MSC, who may delegate that control to an MSC Area Commander. In all cases, the ship(s) will be operated in accordance with operational schedules developed or approved by MSC. Implementing procedures, directives, etc., shall be developed by the applicable parties and promulgated in sufficient time to ensure compliance with operational schedules.

(2) FOS. Operational control transfers from MSC to the appropriate FLTCINC when the T-AH becomes fully operational.

O. Training. The MTF CO will provide the Area Commander an FOS Activation Crew Training Plan and documentation of training accomplished on a quarterly basis. To facilitate T-AH platform scheduling, underway training requirements must be submitted 45 days in advance, while pierside training must be scheduled 21 days in advance. Training requirements will include the proposed dates, personnel data for medical and non-medical FOS crew members, and any services required to support mission related training evolutions.

5. COMMAND RESPONSIBILITIES.

A. General. The parties to this MOA, at the direction of the hospital ship/MTF resource sponsors (OPNAV N4/N093), retain certain responsibilities with regard to the operation, maintenance and upkeep of the T-AH 19 class ships. Many of these responsibilities exist whether the ship is in ROS, with only the MTF Cadre crew onboard, or in FOS with the MTF partially or fully activated. Guidance regarding the responsibilities of each

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command under the different operating scenarios and during transition are provided in OPNAVINST 5440.75 Series and are further amplified in the following paragraphs.

B. Chief, Bureau of Medicine and Surgery (BUMED). BUMED will be responsible for:

(1) Establishing quality assurance standards of medical care and exercising technical guidance and direction of the MTF. Technical guidance in this case consists of specialized support and professional oversight in medical matters.

(2) Establishing technical standards and/or documentation as follows:

(a) Standard operating procedures (SOP), and standard organizational and regulations manual (SORM) for the MTF.

(b) Medical/dental equipment maintenance, repair procedures and technical support for MTF systems and equipment.

(c) Medical and non-medical training requirements of the MTF crew. Training requirements that relate to shipboard safety, flight deck operations, and seamanship will be coordinated with MSC.

(d) Habitability and sanitation standards for MTF patient care spaces.

(e) Medical quality assurance procedures.

(f) Spare parts allowance lists for medical equipment.

(g) Hazardous medical materials identification.

(h) Medical waste disposal.

(i) Providing medical administration and operational inspection services on a periodic basis as requested by COMSC.

(3) Directing the Commanding Officers of supporting medical commands to provide MTF CO with necessary credentials for all assigned health care providers, including but not limited to:

(a) Parent command

(b) Name of provider

(c) Social Security number

(d) School, date, and type of degree (M.D., etc.)



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(e) State "Fully Credentialed" or note limitations

(f) State whether or not Advanced Trauma Life Support (ATLS), Advanced Cardiac Life Support (ACLS), or Basic Life Support (BLS) certified. If certified, state expiration date of each certificate.

(4) Developing and updating the authorized medical allowance lists (AMAL's) and authorized dental allowance lists (ADAL's), including procedures for submitting allowance change requests (ACR's) and MTF generated alterations (TRANSALT's) for required modifications.

(5) Coordinating patient regulating and decedent affairs for the T-AH 19 class ships.

(6) Developing the manning level and mix of medical and non-medical personnel required to staff the MTF for primary or secondary missions.

(7) Providing medical specialty support to MSC in developing command inspection programs for the MTF to include augmentation to MSC inspection teams as requested.

(8) Developing T-AH 19 Class Ship MTF Training Plan in coordination with MSC.

(9) During ROS, BUMED is responsible for:

(a) Coordinating with Commanding Officers of supporting medical commands for all matters relating to training and readiness of FOS activation crew personnel, to include:

1. Determining eligibility for sea duty.
2. Providing professional, technical, and shipboard related training in accordance with T-AH 19 Class Ship MTF Training Plan.
3. Ensuring qualifications to perform assigned tasks in the MTF.

(b) Providing the ship's Master/SCOIC monthly with updated MTF manning information so ship's FOS bills may be kept current during ROS.

(10) During transition, BUMED will assist the supporting medical commands as necessary for:

(a) Ordering FOS activation crew personnel to report to the MTF.

(b) Providing travel orders and arranging transportation to designated sea port of embarkation (SPOE).

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(c) Maintaining liaison with the CO/OIC of the MTF to schedule the arrival of personnel assigned to the MTF Supply Department to ensure timely activation of division facilities.

(d) Providing special medical logistic support (i.e., blood, controlled substances, short shelf-life material management).

(11) BUMED will be responsible for developing contingency plans with the Naval Reserve, other uniformed services, or civilian volunteers for meeting shortfalls in medical/dental health care providers to support MTF activation.

C. Commander, Military Sealift Command (COMSC) or Cognizant Area Commander (COMSCPAC/COMSCLANT). COMSC/COMSCPAC/COMSCLANT will be responsible for:

(1) All Type Commander responsibilities for the T-AH 19 class ships.

(2) Execution of contracts for operation, maintenance, modifications, and layberthing of the T-AH 19 class ships.

(3) Providing lifeboat and liferaft training, firefighting, and damage control training to MTF personnel as required. Training and per diem for trainees will be paid by the user.

(4) Providing regular fitness reports (FITREP's) for the ROS MTF OIC. Additionally, COMSC will be responsible for providing concurrent FITREP's for the FOS MTF CO while the ship is in ROS and regular FITREP's while the ship is in FOS.

D. Ship's Master/SCOIC. The Master/SCOIC will be responsible for:

(1) Executing ship movements as directed by the operational commanders.

(2) Ensuring safe navigation of the ship and the safety of all embarked personnel in accordance with applicable Navy, US Coast Guard (USCG), American Bureau of Shipping (ABS), and MSC regulations and policies.

(3) Ensuring operation, maintenance, and repair of all navigation, electronics, deck, main propulsion, auxiliary plant equipment, elevators, and safety equipment (lifeboats, liferafts, davits, etc.), and individual laundry and aft galley equipment (heating, ventilation, and air conditioning (HVAC), sewage, potable water, electricity, refrigeration (except blood bank), etc.)

(4) Ensuring the preservation, upkeep, and cleanliness of all spaces not otherwise designated as part of the MTF as shown in the Performance Work Statement (PWS). The MTF and some shared spaces will be assigned to the MTF CO/OIC.

(5) Providing external and internal security of the ship when the MTF is not fully activated. When the MTF is fully activated the MTF CO is responsible for internal security of assigned MTF spaces, under the direction of the Master.

(6) Establishing guidelines for shipboard visitors.

(7) Providing the number of certified lifeboat personnel required by the US Coast Guard.

(8) Developing, in coordination with the MTF CO/OIC, emergency station bills for fire fighting, damage control, abandon ship and other emergency evolutions.

(9) Conducting drills and training to ensure proficiency in the use of emergency equipment including lifeboats/liferafts.

(10) Maintaining shipboard fuels and potable water in accordance with standard requirements prescribed by higher authority.

(11) Manning of key stations such as ship control, safety observer, and fuel transfer control during all evolutions.

(12) Ensuring safe storage and accountability of all government furnished equipment aboard ship, not contained in the MTF spaces, including small arms and ammunition.

(13) Maintaining repair parts for ship related systems. General use consumables will be drawn from the MTF.

(14) Operating the commercial radio facility.

(15) Providing personnel administration, payroll, and disbursing services for the CIVMAR's.

(16) Ensuring adherence, in coordination with MTF CO/OIC, to applicable directives and regulations of the Navy, USCG, and US Public Health Service with regard to preventative medicine to include environmental health, food handling, potable water, sewage, pest control, disposal of hazardous wastes generated by the ship, occupational safety, and industrial hygiene.

(17) Enforcement of all laws of the United States, countries and waters visited, and applicable regulations of the USCG and MSC instructions.

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(18) Adherence to all portions of the Geneva Convention applicable to hospital ships, except as may be specifically directed by higher authority.

(19) Ordering abandon ship.

(20) Exercising ultimate command authority with due regard to recommendations provided by the MTF CO/OIC.

(21) During ROS, the Master/SCOIC is also responsible for:

(a) Supplying all material required for the normal operation of the ship, including provisions to support ship's aft galley, fuel, and ship repair parts, excluding general use consumables.

(b) Ensuring that sufficient stocks of supplies and repair parts for ship operation (excluding those maintained by the MTF such as general use consumables and supplies for food service in the main galley, laundry, and those related to the mission of the MTF) are onboard to facilitate transition to FOS.

(c) Providing messing and hotel services for the MSC crew, MTF cadre crew, and government guests during ROS.

(d) Ensuring that the ship is capable of transition to FOS within five days at all times, except when directed by higher authority.

(e) Maintaining the flight deck and helicopter fuel system.

(f) Maintaining damage control bill to best utilize available manpower.

(22) During transition, the Master/SCOIC is also responsible for:

(a) Making the ship ready for sea within three days.

(b) Supervising activation loadout.

E. Commanding Officer/Officer-in-Charge MTF. The CO/OIC is responsible, under the Master/SCOIC, for:

(1) Operating the MTF in accordance with existing MSC and BUMED policies and directives.

(2) Requisitioning, receipt, custody, inventory control, and security for all medical supplies, medical-related equipment, and related repair parts.

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(3) Conducting maintenance and repair of all medical and non-medical equipment assigned to the MTF.

(4) Cleaning of MTF spaces and MTF equipment.

(5) Cleaning of shared spaces as designated by the Master/SCOIC.

(6) Advising the Master/SCOIC in a timely manner of evolutions or training which may place unusual demands on support systems or hotel services.

(7) Exercising authority under the Uniform Code of Military Justice (UCMJ) for all assigned military personnel.

(8) Providing all supply support for the MTF and general use consumable supply support for the entire ship.

(9) Operating the MTF communications facility.

(10) Providing internal security of the MTF assigned spaces when activated.

(11) Providing qualified personnel to the Master/SCOIC for shipboard physical security programs such as fire and brow watches as required.

(12) Providing qualified personnel for manning of lifeboats and liferafts as required by the Master/SCOIC.

(13) Providing qualified personnel for emergency stations in accordance with the Watch, Quarter, and Station Bill.

(14) Ensuring the participation of all military personnel in shipboard emergency drills.

(15) Assisting in the maintenance and preservation of any small arms assigned for ship security.

(16) Ensuring the turnover of any small arms removed from incoming wounded to the ship's Master for safe storage.

(17) Providing safe storage and accountability of any ship's allowance small arms sub-custodied to MTF Master-at-Arms (MAA) personnel.

(18) Performing medical monitoring and inspection services for specified ship spaces and distribution systems (e.g. potable water, sanitation, habitability, laundry, incineration, hazardous materials and waste, food handling, pest control, environmental health, and other occupational health hazards), ensuring compliance with Navy Occupational Safety and Health (NAVOSH) standards as applicable.

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(19) During ROS the OIC of the MTF will also be responsible, under the Master/SCOIC, for:

(a) Ensuring that preloaded (or prestaged) MTF stocks are rotated and maintained onboard to facilitate transition to FOS. This will include medical/dental provisions, laundry, ship's store, subsistence, and general use consumables for the entire ship.

(b) Maintaining pre-prepared requisitions for short shelf-life medical/dental items, perishable provisions, ship's store, and general use consumables for submission to supply points immediately upon notice of activation.

(c) Ensuring that one first aid qualified Hospital Corpsman is assigned to each manned repair locker.

(d) Providing medical treatment, within the capabilities of assigned medical personnel, to the civilian and military cadre crew. A physician may or may not be assigned to the MTF during ROS. The ROS MTF will maintain a medical treatment box of supplies to accomplish this health care tasking so as to avoid breaking out items from the FOS AMAL inventory stored onboard, except for emergency, or on a one-for-one replacement basis in support of stock rotation.

(e) Providing roving patrols for MTF unmanned spaces according to USCG requirements during any occupancy of the MTF after 2200 hours.

(f) Provide personnel to maintain the communications suite and flight deck facility in ROS under the direction of the Master/SCOIC.

(20) During transition, the OIC/CO of the MTF is also responsible, under the Master/SCOIC, for:

(a) Transition of the MTF to FOS within 5 days.

(b) Coordination/liaison with BUMED to ensure timely arrival of personnel.

(c) Accomplishing the activation loadout.

(21) In FOS, the CO of the MTF will also be responsible, under the Master, for:

(a) Providing food service for all embarked personnel commencing with activation of main galley (48 hours after activation begins).

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- (b) Providing laundry service for all embarked personnel.
- (c) Providing personnel to operate and maintain the secure communications suite, if installed.
- (d) Providing personnel administration and disbursing services for all military personnel, including patients.
- (e) Operating the ship's store, barber shop, and vending services.
- (f) Operating the ship's post office and library.
- (g) Providing personnel for emergency refueling of helicopters. The decision to refuel will be made by the Master on recommendation by the flight officer.
- (h) Provide personnel for flight deck crash and salvage party.
- (i) Provide personnel for control stations.
- (j) Providing at least two qualified rescue swimmers during boat recovery operations.
- (k) Provide personnel for decontamination stations.
- (l) Providing one first aid qualified Hospital Corpsman to each repair locker.
- (m) Providing CBR Decontamination (DECON) monitoring teams for all repair lockers.
- (n) Providing maintenance inspectors for the MTF designated shipboard areas for assignment to repair lockers.
- (o) Assisting ship's operating crew during underway replenishment (UNREP) evolutions, including highline and vertical replenishment (VERTREP), as required.
- (p) Providing supply support including medical supplies, general use consumables, laundry services, ship's store material, and subsistence items for the entire ship, and repair parts support for all medical equipment.
- (q) Providing required medical and dental care including routine sick call to the civilian crew.
- (r) Ensure that MTF personnel are assigned Chemical, Biological, and Radiological (CBR) monitoring duties.

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6. INFORMATION SYSTEM (IS) SUPPORT. The responsibilities for providing training and support for IS hardware and software are:

A. MSC Shipboard Management Information System (SMIS) software which may be applicable to the MTF will be provided on an as-is basis to the MTF at no cost. Any MSC SMIS hardware or training necessary will be provided by MSC through the Area Commanders on a cost reimbursable basis between MSC and BUMED.

B. BUMED is responsible for MTF IS support, including software and training. BUMED will coordinate with MTF resource sponsor (OP N093) for hardware procurement and support.

C. MSC and BUMED will coordinate IS support when systems applicable to both ship and MTF are concerned.

7. MODIFICATION, ALTERATION, AND REPAIR.

A. MTF alterations, modifications and repairs.

(1) MTF alterations, modifications, or repair requests may be submitted via BUMED to COMSC with a copy to the appropriate MSC Area Commander. Work items will be developed by MSC and staffed through MSC and BUMED chains of command. Staffing will include cognizant FLTCINC inputs. CNO WASHINGTON DC 272150Z APR 89 AND COMSCINST 4700.2 series also provide guidance pertaining to modification, alteration, and repair.

(2) BUMED will evaluate alterations for technical feasibility and approval, coordinating with MTF resource sponsor (CNO N93) to secure funding.

(3) BUMED, under the direction of MTF resource sponsor (CNO N93), will be responsible for maintaining MTF configuration control.

B. T-AH platform alterations, modifications, and repairs.

(1) T-AH platform alterations, modifications, or repairs may be submitted via MSC Area Commander to COMSC for staffing, to include FLTCINC inputs. Information copies of work packages developed by MSC will be forwarded to BUMED and MTF resource sponsor (CNO N93) if the work package has an impact on the MTF. MSC is responsible for coordinating with ship resource sponsor (CNO N4) to secure funding.

(2) MSC under the direction of ship resource sponsor (CNO N4) will maintain T-AH platform configuration control.

C. Upon final approval and confirmation of funding, MSC, in compliance with governing regulations and directives, will execute contracts to accomplish work packages.



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D. Responsibilities will be as follows:

(1) MSC will schedule T-AH 19 class ships for overhaul, repairs, and regulatory inspections. Periods between drydocking will be in accordance with USCG/ABS regulations for passenger vessels in ocean service not on international voyages.

(2) Alterations, modifications, and repairs to the ship will be accomplished by MSC during regularly scheduled overhaul periods or while layberthed in ROS status.

(3) Work packages will be submitted in accordance with the following schedule (from date work is to commence):

(a) Minus 225 days: Letter or message from BUMED to MSC expressing intent to have MSC accomplish work (alterations, modifications, etc.) and required design effort. The letter shall describe the nature of the work, include a list of equipment to be provided by BUMED, delineate dates of delivery of each item to MSC, provide notice of an advance of funds to be used for procuring material by MSC, and address the availability of the ship.

(b) Minus 150 days: Reply from MSC accepting or rejecting for cause, the task and providing qualified cost estimate by line item, including comment on the adequacy of the advance funding, and stating the date by which resource sponsor changes or comments must be received.

(c) Minus 125 days: Last day for submission of items not requiring design effort.

(d) Minus 100 days: Last day for submission of major changes or tasks.

(e) Minus 70 days: Last day to confirm procurement of BUMED furnished equipment. Last date for fund transfer to MSC for alterations, modifications, and repair request work packages.

(f) Minus 40 days: Last day for BUMED furnished equipment to arrive at ship.

E. MSC will determine whether BUMED authorized equipment meets ABS and USCG standards, except where specifically waived by the appropriate agency.

F. Naval Sea Systems Command may function as the agent for BUMED in preparation of work packages and qualification of medical/dental equipment for shipboard use.

G. Urgent requirements that cannot meet these established time frames will be handled on a case by case basis consistent

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with the nature of the alteration, modification, or repair request and existing operational tempo.

8. BUDGETING AND FUNDING.

A. MSC will be responsible for budgeting and billing the annual costs necessary to support layberthing of the ship and short duration underway periods for emergency sorties and transits.

B. BUMED will provide inputs to MSC to support ongoing budget formulation, including estimated number of onboard training days per year and other information as requested by MSC.

C. Authorization and funding for alterations, modifications, and repairs to MTF facilities and equipment is the responsibility of the MTF resource sponsor (CNO N93). Funding for alterations, modifications, and repairs to the ship or ship's equipment, in support of military characteristics required for naval operations, is the responsibility of the ship's resource sponsor (OP N4). MSC will fund items required by law or regulation for reliability of sealift.

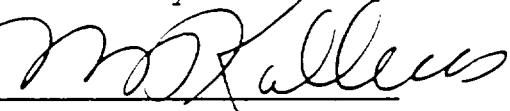
9. REVIEW AND CHANGES.

A. This Memorandum of Agreement becomes effective upon date signed by both COMSC and CHBUMED, and shall remain in effect for a period of six years.

B. Parties to this Memorandum of Agreement retain the right to negotiate changes to this document. Joint reviews of this Memorandum of Agreement will be conducted at a minimum of every three years.

C. Upon mutual agreement of both parties, this Memorandum of Agreement may be cancelled on thirty days notice.

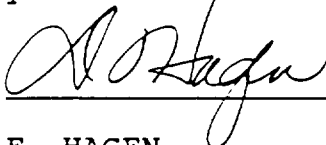
By



M. P. KALLERES  
VADM, USN  
Commander,  
MILITARY SEALIFT COMMAND

Date: \_\_\_\_\_

By



D. F. HAGEN  
VADM, MC, USN  
Chief,  
BUREAU OF MEDICINE AND SURGERY

Date: 3 May 93

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RESPONSIBILITY MATRIX  
OPERATIONS AND MAINTENANCE RESPONSIBILITIES OF THE SHIP'S  
MASTER/SCOIC AND THE CO/OIC

ITEM/SYSTEM	ROS	TRANSITION	FOS
Food Service	OIC <sup>1</sup> (SCOIC) <sup>2</sup>	OIC/CO <sup>1</sup> (Master) <sup>2</sup>	CO <sup>1</sup> (Master) <sup>2</sup>
Laundry	OIC <sup>1</sup> (SCOIC) <sup>3</sup>	OIC/CO <sup>1</sup> (Master) <sup>3</sup>	CO <sup>1</sup> (Master) <sup>3</sup>
Ship Security	SCOIC	Master	Master (CO) <sup>4</sup>
Postal	NONE <sup>5</sup>	OIC/CO	CO
Navigation	SCOIC	Master	Master
Communications (Commercial)	SCOIC	Master	Master
Communications (Navy)	OIC <sup>6,6</sup> (SCOIC) <sup>13</sup>	OIC/CO <sup>6,6</sup> (MASTER) <sup>13</sup>	Master <sup>6,6</sup> (CO) <sup>13</sup>
O2N2 Plant	OIC	OIC/CO	CO
Flight Deck	SCOIC <sup>7,13</sup> (OIC) <sup>7,8</sup>	Master <sup>7,13</sup> (OIC/CO) <sup>7,8</sup>	Master <sup>7,13</sup> (CO) <sup>7,8</sup>
Elevators/Dumbwaiters	SCOIC	Master	Master
Lifeboats/Rafts/Davits	SCOIC	Master	Master
RAS/FAS	SCOIC	Master	Master (CO) <sup>9</sup>
HVAC Systems	SCOIC	Master	Master
Electrical System	SCOIC	Master	Master
Water Systems	SCOIC	Master	Master
Sanitary System	SCOIC	Master	Master
Damage Control	SCOIC (OIC) <sup>8</sup>	Master (OIC/CO) <sup>8</sup>	Master (CO) <sup>8</sup>
Firefighting	SCOIC (OIC) <sup>8</sup>	Master (OIC/CO) <sup>8</sup>	Master (CO) <sup>8</sup>
Medical Equipment	OIC	OIC/CO	CO
Micro-SNAP	OIC	OIC/CO	CO
Cargo Handling Equipmt	SCOIC	Master	Master
Patient Hoists	SCOIC (OIC) <sup>8</sup>	Master (CO/OIC) <sup>8</sup>	Master (CO) <sup>8</sup>
Aviation Support Systems	SCOIC (OIC) <sup>8</sup>	Master (OIC/CO) <sup>8</sup>	Master (CO) <sup>8</sup>
Medical Equipment Repair Parts	OIC	OIC/CO	CO
Medical Consumables	OIC	OIC/CO	CO
General Use Consumables	OIC	OIC/CO	CO
Preventive Medicine	SCOIC (OIC) <sup>9</sup>	Master (OIC/CO) <sup>9</sup>	Master (CO) <sup>9</sup>
Emergency Medical Care	OIC	OIC/CO	CO
Disbursing	SCOIC <sup>10</sup>	OIC/CO (Master) <sup>10</sup>	CO (Master) <sup>10</sup>
Ship(hull) ADP/Copiers	SCOIC (OIC) <sup>8</sup>	Master (OIC/CO) <sup>8</sup>	Master (CO) <sup>8</sup>
MTF LAN/Information Systems	OIC	OIC/CO	CO
Fuels Maintenance	SCOIC (OIC) <sup>8</sup>	Master (OIC/CO) <sup>8</sup>	Master (OIC) <sup>8</sup>
Refrigeration	SCOIC <sup>11</sup> (OIC)	Master <sup>11</sup> (OIC/CO)	Master <sup>11</sup> (CO)
Patient Decon Spaces	SCOIC (OIC) <sup>12</sup>	Master (OIC/CO) <sup>12</sup>	Master (CO) <sup>12</sup>
CBR Defense	SCOIC (OIC) <sup>8</sup>	Master (OIC/CO) <sup>8</sup>	Master (CO) <sup>8</sup>

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NOTES:

1. Operates, maintains, and repairs equipment in MTF spaces.
2. Operates and maintains small Aft Galley which supports MTF ROS crew and critical core augmentees until the main (forward) galley is activated and operational.
3. Maintains/repairs limited CIVMAR crew washers and dryers. No laundry service is provided to MTF ROS crew.
4. MTF CO responsible for security of MTF spaces, under the direction of the Master.
5. Ship's post office not in operations.
6. OIC holds CMS account during ROS; upon activation, account responsibility transfers to Master.
7. Master/SCOIC responsible for the physical condition of Flight Deck (coating). OIC/CO supplies personnel to maintain and man flight deck and operate equipment.
8. Supplies MTF personnel to supplement CIVMARs.
9. Supplies MTF personnel to perform medical monitoring and inspection services.
10. CIVMARs only.
11. Except for Blood Bank which is maintained by MTF CO/OIC.
12. Supplies MTF personnel to staff/operate, and to maintain associated AMAL.
13. Retains budgeting/funding responsibility for repair parts, tech assist, etc.